

COLUMBIA HARD PRESSES

She Outsails the Defender in a Close Race

The Old Champion Makes a Gallant Effort to Defeat the New Boat-Fast Time by the Rival Vessels-Captain Barr Compelled to Use His Best Efforts to Cross the Line First

New Bedford, Mass., Aug. 10.—The Columbia beat the Defender one minute and fourteen seconds in a thirty-seven mile run from Breston's Reef Lightship to Vineyard Haven today. The wind was steady and from the south all day and remarkably quick time was made by both boats over the course. The Defender crossed the line twenty-one seconds ahead of the Columbia, and maintained the lead until close on the Vineyard Sound Lightship, where the Columbia passed her. From there to the finish, twenty miles

away, the wind was just aft of the beam and the champion of '98 stuck to the Columbia so closely that it was generally conceded that the Defender had won the race on corrected time. At the finishing line the Columbia was only fifty-three seconds ahead of the Defender, so that on the last twenty miles of the course the Columbia had only gained three seconds. Now

Brenton's Reef to Vineyard lightship the sailed through rough water, which might account for the Columbia's poor showing.

In Vineyard Sound the wind was quite strong, and the Columbia had to be luffed sharply several times, while the Defender stood up bravely under the push and constantly forged ahead. The entire course was sailed by the Columbia in three hours and thirty-eight seconds, and the Defender covered the same distance in three hours, one minute, fifty-two seconds. The Columbia's average speed over the course was

mile in four minutes and fifty-three seconds, which is about twelve and a half nautical miles an hour. After finishing the yacht race into the Haven and anchors for the night.

At 9:30 o'clock this morning the flag-ship signaled the fleet to get under way and then hoisted a signal telling the yachtsmen that the race would be started at 10:30 o'clock from Brenton's Reef Lightship. The Columbia was one of the first of the fleet to go out. The Defender got under way shortly before 10 o'clock and under mainsail and jib she worked out of the

lashed aloft, but when out by the lights she took her big sail down and a working topsail was set in its place. The Corsair made the starting line at 10:30 o'clock, and the

preparatory signal was given at 10:05 o'clock, but the starting gun for the two big single stickers was not fired until nearly 11:30.

The race kept on for the line, and she crossed about thirty-seven seconds after the gun had been fired. She crossed the line about the middle, and the Columbia, coming down fast, went over about twenty-one seconds later, and to windward of the Defender. As they shot over the line each boat was given a sharp puff and their sheets were trimmed down flat. The Defender, who had been in the lead, crossed the line and the Columbia, tried to luff out to get clear of the Defender. For a few minutes both yachts were running southward of their course, the Defender

luffing off as the Columbia did. Then she headed again for the lightskip. The Columbia gradually pinched out a little more to windward, but even then she was unable to draw clear of the Defender, and the

At about 12 o'clock they were south of Seacomant light. The Defender was leading and the Columbia was on her weather quarter. They were so close together that the first part of the collision was not noticed. They looked like one schooner instead of two sloops. Shortly after this the weather went in thick and then the rain began to fall. At 12:45 the Columbia ran up a baby jib topsail and the training gear was made up to pull clear of the Defender. The Defender's baby jib topsail was sent up and it seemed to do the Columbia most good. The Defender was now in the lead and gradually drew ahead, passing the windward of the Defender, and by the time the lights were reached she had a lead of fifty seconds. The times taken

After passing the lights, the ship was ordered to make a north of east. The wind was fresher, and came in vicious puffs at times, which caused the "butter" to be kept from the

The Defender did not seem to mind the puffs as much as the Columbia, which could all she could do, apparently, to stagger under them, and Captain Barr had to lash her sharply several times. The continuing puffing of the Columbia under the atrocious puffs sent her to weather of Defender. The wind coming lighter in the sound as the sea being smoother, after passing Gardner head at 1:35, the Columbia began to pull ahead. It was nip and tuck between the Columbia and Defender all the way. That as she would, the new boat could not share

the old champion off. The water was quite smooth, and the yachts made fast time, rapidly overhauling the boats that had gone ahead of them. After passing the buoy on the eastern end of the middle ground, it was a close reach to the finishing line, which was between Westchester Buoy and the Corsair, which was anchored to the eastward of it. The Col-

bla crossed the line at 2:21:15. The D
 fender was timed at 2:22:38. The two
 miles of the course from the Vineyard
 Sound lighthouse to Westchop had been
 made in one hour and twenty-eight min-
 utes, which is at the rate of twelve knots
 an hour. The table is as follows:

Name.	Start.	Finish.	Elapsed
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Columbia	11:20-13	2:21-35	3:00-4
Defender	11:20-15	2:22-36	3:01-4

A Railroad Reported Sold.

Norfolk, Va., Aug. 10.—It is reported here that the Southern Railway, tired of paying heavy truckage to the Atlantic Coast Line, on the tracks of which, over the Norfolk and Carolina, it enters New

folk, has bought the Atlantic and Danville Railroad. The latter, which runs from Norfolk to Danville, is in bad physical condition and if bought by the South, has probably been cheaply acquired. The stock is owned by H. Newgass, of London. Charles O. Haines is general manager. The latter tonight refused to confirm any of the reported sale.

A Saloonkeeper Kills a Negro.
Norfolk, Va., Aug. 10.—Owen J. Co
grove, saloonkeeper, of Portsmouth, w
called a liar this morning by William
France, a colored musician, whereupon
shot France dead. He surrendered him
self at police headquarters.

85 To the Seashore and Re-
turn via Pennsylvania Railroad.
Atlantic City, Cape May, Sea Isle City, Ocean City. Tickets on sale for all trains 7 days and Saturdays, good to return until following Tuesday. Atlantic City tickets good to Delaware Bridge, avoiding transfer through Philadelphia.